

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Operation CAPSAFE

The National Safety Officer, Col Lyle Letteer had introduced the CAPSAFE program last fall and the F.A.R.'s. The risk management decision we thought with the changes taking place at the launch was a bad decision and poor management of the risk. We need your eyes and ears to help keep the CAP safe. That is why Col Letteer is implementing **OPERATION CAPSAFE**.

I can not be everywhere and see everything. For this, I am going to enlist YOU. As you all well know, we consider everyone as a Safety Officer.

Everyone makes risk management decisions everyday. When you cross the street, you look and see a truck coming. The decision is made, do I step out into the street to cross and get hit by the truck, or should I wait until it passes and cross Safely?

Everything we do in CAP and our everyday lives entails risk management decisions. Are we absolving ourselves of some of the decisions or are we purposely making decisions that will lead to the serious injury of a CAP member, permanent or temporary loss of a CAP asset, even death or injury of a friend. I do not believe that anyone of us would consciously make such a decision. However, take this possible scenario:

During a mission at a local VFR only airport the local weather is stated to be below VFR minimums. Upon looking at the sky and surrounding area the IC thinks that the weather report is wrong and decides that he should send up a pilot to see if they might just be able to get flights launched due to minimums for VFR. Now you have a risk management decision. If the pilot takes off and finds themselves in the clouds what should the decision now be? Should then pilot go

below VFR minimums to get below the clouds or should the pilot file IFR and try to go elsewhere? Anyway you look at this situation it spells trouble. You have no situational awareness and violated the F.A.R.'s. The risk management decision to implement the changes taking place at the launch was a bad decision and poor management of the risk. We need your eyes and ears to help keep the CAP safe. That is why Col Letteer is implementing **OPERATION CAPSAFE**.

OPERATION CAPSAFE

1. PURPOSE—To have every CAP member think about safety at least once a month. By doing this we have the capability to foster a habit pattern of risk management and safety considerations.
2. APPLICABILITY— This program applies to all Cadets as well as Senior members.
3. RESPONSIBILITY— Every CAP member has the responsibility of making their surrounding environment safe for the performance of their duties. Whether it be the Mission Pilot deciding on aircraft or crew capabilities, the cadet in the drill or mission environment, or the Aerospace Education instructor determining on where to place the extension cord for the projector so no one will trip over it.
4. DESCRIPTION OF THE PROGRAM— Every CAP member is requested to accomplish at least one of the following:
 - A. Once a month submit a suggestion to the National Safety Officer on how to make CAP Air Operations safer.
 - B. Once a month submit a suggestion to the National Safety Officer on how to make CAP Ground operations safer.

THINK SAFETY FIRST



CAP Safety Team

Col Lyle Letteer, CAP/SE
w4ke@mindspring.com

Maj Karen DeMars, GLR/SE
Karen@smith-ross.com

Maj Charles Cranford, MER/SE
ccranford@mer.cap.gov

Lt Col Bruce Brown NER/SE
bbrown@ner.cap.gov

Capt Michael Hartell, NCR/SE
mike@aswsusa.com

Lt Col Mike Howell PCR/SE
mhowell@charter.net

LtCol Donald Johanson, RMR/SE
johansondon@earthlink.net

Maj Ernest C. Manzano, SER/SE
emanzano@ser.cap.gov

Maj Larry Mattiello, SWR/SE
lmattiello@airsure.com

Larry Mattiello Maj CAP, Editor
Phone: 917-969-1812 Fax: 972-991-5855
lmattiello@airsure.com

HQ Civil Air Patrol/SE
105 South Hansell Street
Maxwell AFB AL 36112-6332

C. Each month there will be a selection made from the suggestions sent in for both Air Ops and Ground Ops.

D. Every month each winning submission will be awarded an **OPERATION CAPSAFE** coffee mug and MAGlite as a token of our appreciation.

These submissions may be either e-mailed to LLetteer@cap.gov or mailed to:

CAP National Safety Officer
P.O. Box 1010
Locust Grove, GA. 30248-1010

We want to receive an idea from each of the 60,000 CAP members every month. If each of you think of safety at least once a month we cannot help but improve our safety record. We guarantee that your suggestion will be read by someone on the National Safety Staff. Consider this, it may be your suggestion that has eluded everyone and it may be your suggestion that will be published in the CAP news that saves a CAP asset or a CAP member from injury or death.

From the environment the Cadet or Senior member starts to form behaviors on how they conduct themselves or act as a CAP participant. This is important as behavior identifies who we are as an organization and how we conduct our jobs or missions in all the capacities as a CAP member. For safety, the behavior will be the safety first concepts, safety attitudes, professionalism, filling in reports, being assertive, the training and recurrent training attitudes, whatever else we want to be proactive in. It is from this attitude, how we feel about ourselves and with the organization we are participating that will identify the Culture we become. That's how the Safety Culture matures into the positive and professional organization the CAP desires for the welfare and protection of all its members and assets. Simply put that's the goal of the CAP leadership and the commitment of the leadership, to have a safe environment in which we accomplish our task or missions. Safety Culture begins with commitment from the leadership and as you have read in CAPSAFE you have that commitment. To educate Safety Culture is to have a Positive Safety Culture.

ENVIRONMENT—BEHAVIOR—CULTURE

I have had some very good discussions from the May issue of the Sentinel concerning the Safety Culture. After you have read the CAPSAFE program criteria you will also get the idea that safety culture and risk management is where the CAP is heading. You guessed right. As with many professional organizations, including the military, the direction safety has been taking is a real understanding of what makes us act in the human capacity of error and of how we make the mistakes that jeopardize our decision making process for safe or unsafe actions. To remain focused on our goal of an accident free CAP the Sentinel will provide information on this evolving subject to help you, the CAP member, better understand how to achieve a better safety result for your task or mission during your volunteer obligations. You are all everyday heroes and it is in this responsibility to our community and organization that we have the obligation to be safe, proficient, and professional in accomplishing our jobs. This desire to serve our Country, Community, and fellow citizen is how the environment, in which we function, begins to take hold. The environment in CAP would consist of the policy, regulations, tools, resources, standards, leadership and the organization examples we observe.

Let's look at some examples in CAP that the Positive Safety Culture wasn't there. May 7th a GA-8 leading edge of the vertical stab was damaged when pushed into the hangar and the door was not all the way up. Also on May 7th a Cessna was damaged when the engine was started with the tow bar attached. With the GA-8 incident it was reported to be "cultural" as the crew relied on former operational practices of how high to raise the door. Was it cultural or behavioral? If you thought behavioral you are correct. What was the environment during training for the GA-8 and how did it develop into the behavior of the crews to fly this aircraft, thus having a negative or complacent Safety Culture. If the behavior was to understand increased size, check parameters, spot check movement such as the airlines do on the ramp, be precise and definite in the aircraft movement into the hangar, then it would be safe to say the culture is positive and the incident wouldn't happen. Same with the engine start with the tow bar attached. The behavior was not to the professional level for a Positive Safety Culture.

In future Sentinels we will explore the human error and how to recognize preventive awareness to keep safe and manage the risk we may be engaged in.

LM

To err is to be Human